

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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WEDNESDAY, DECEMBER 9, 1903.

三拜禮

號九月二十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000
Head Office.—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONGKONG.
HOMBAI. SHANGHAI.
TIEN-TSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Steady Reserve \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. N. A. SIEBS, Esq.
E. GOETZ, Esq. H. W. SLADE, Esq.
C. MICHAEL, Esq. C. A. TOMES, Esq.
H. SCHUBART, Esq. E. S. WHEELER, Esq.
E. SHILLIN, Esq.

CHIEF MANAGER:
Hongkong.—J. R. M. SMITH.
SHANGHAI.—H. M. BEVIS.

LONDON BANKERS.—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1903. [13]
HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]
THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE.—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. J. Lait, Esq.

CHIEF MANAGER,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 1/2 %
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.
PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE.—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 1st September, 1903. [16]

TO LET.
NO. 1, RIFON TERRACE in FLATS.
No. 4, RIFON TERRACE.
No. 15, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWN No. 34, BLUE BUILDINGS.
GODOWNS: PRAYA EAST.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1903. [1434]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

[1435]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MAITA	FORMOSA	About 11th December	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MUJI and KOBE (Passing through the Inland Sea).	JAPAN	About 15th December	Freight and Passage.
SHANGHAI	COROMANDEL	About 18th December	Freight and Passage.
LONDON, &c.	BALLARAT	Noon, 19th December	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th December, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
KONIG ALBERT	WEDNESDAY, 23rd December.
KIAUTSCHOU	WEDNESDAY, 6th January, 1904.
DAYERN	WEDNESDAY, 20th January, 1904.
SACHSEN	WEDNESDAY, 3rd February, 1904.
GERA	WEDNESDAY, 17th February, 1904.
SEYDLITZ	WEDNESDAY, 2nd March, 1904.
PREUSSEN	WEDNESDAY, 16th March, 1904.
ROON	WEDNESDAY, 30th March, 1904.
HAMBURG	WEDNESDAY, 13th April, 1904.
PRINZ HEINRICH	WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 23rd day of December, 1903, at Noon, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 21st instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 22nd instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 22nd instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS. [163c]

Intimations.

LANE, CRAWFORD & CO.

CHRISTMAS AND NEW YEAR GOODS!

Fancy Leather Goods in Great Variety.

DECORATIVE TABLE GLASSWARE.

PRETTY DESSERT SERVICES.

DOLLS AND TOYS.

TOM SMITH'S AND CALEY'S CRACKERS.

GROSSE AND BLACKWELL'S XMAS PUDDINGS!!

HUNTLEY AND PALMER'S XMAS CAKES!!

MUSCATELS. FIGS. METZ FRUITS.

ELVAS AND CARLSBAD PLUMS.

LANE, CRAWFORD & CO.

Hongkong, 8th December, 1903.

[732e]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

For Particulars apply to

THE MANAGER.

MACAO HOTEL

(Late HING KEE HOTEL.)

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES. A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

641a

WM. FARMER,
Proprietor and Manager.

Intimations.

The great food-value

of Bovril is known and appreciated by those to whom strength and endurance are a vital necessity, such as business-men, travellers, explorers, athletes, military and naval officers, etc. Bovril represents sustenance, nourishment and stimulus in the most condensed and most convenient form. Bovril is the very embodiment of strength.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE.—1, SURUGA-CHO, TOKYO.
LONDON BRANCH.—34, LIME STREET, E.C.
HONGKONG BRANCH.—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsukakuro, Yoshinotani, Yoshio, Yunokibara and other Coals. [563c]

N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903.

[952c]



SAINT RAPHAEL WINE

Is prescribed in the most varied forms of anaemia, and proves particularly efficacious to revive the forces of persons enfeebled by illness or laborious and difficult digestion.

NO OTHER IS PRESCRIBED IN THE PARIS HOSPITALS.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.

16, Queen's Road,
Hongkong, 26th November, 1903.

[22]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.
POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

Hongkong, 22nd August, 1903.

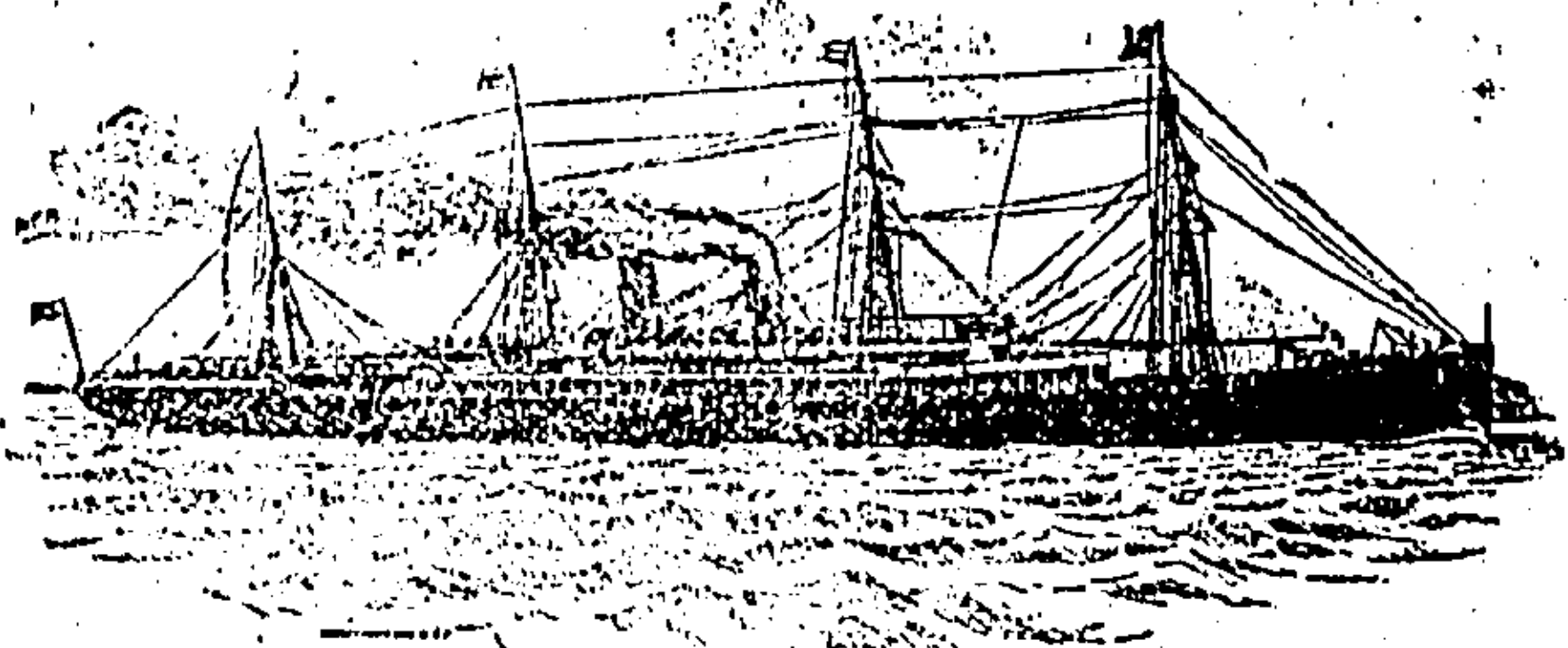
JAS. D. M. CAMERON,
Manager. [555e]

GO TO THE KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Hails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" ... 6,307 Gross Tons...	FRIDAY, 18th December, at Noon.
"KOREA" ... 11,276 "	SATURDAY, 26th December, at Noon.
"GALIC" ... 4,305 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU" ... 6,307 "	SATURDAY, 9th January, at Noon.
"CHINA" ... 5,060 "	TUESDAY, 19th January, at Noon.
"DORIC" ... 4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU" ... 6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA" ... 11,284 "	SATURDAY, 13th February, at Noon.
"COPTIC" ... 4,352 "	TUESDAY, 23rd February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-26th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 9th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons...	WEDNESDAY, 16th December.
"EMPERESS OF CHINA" ... 6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN" ... 3,832 "	WEDNESDAY, 27th January.
"EMPERESS OF INDIA" ... 6,000 "	WEDNESDAY, 10th February.
"TARTAR" ... 4,415 "	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN" ... 6,000 "	WEDNESDAY, 10th March.
"EMPERESS OF CHINA" ... 6,000 "	WEDNESDAY, 30th March.
"EMPERESS OF INDIA" ... 6,000 "	WEDNESDAY, 20th April.
"ATHENIAN" ... 3,832 "	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN" ... 6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTUNTERNEHMEN.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and COLOMBO).	21th Dec. Freight.
NURNBERG	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	25th Dec. Freight.
LABURG	ROTTERDAM and HAMBURG (Calling at SINGAPORE).	1st January, 1904. Freight and Passengers.
SAVOIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	10th January, 1904. Freight.
DUCKSTEIN	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	23rd January, 1904. Freight and Passengers.
WURZBURG	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	6th February, 1904. Freight.
ALLESIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	About end of December, or beginning of January.
NUBIA	NEW YORK via SUEZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 7th December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.		
S.S. "HONAN" ... 3,363 tons...	Captain H. D. Jones.	
"POWAN" ... 3,338 "	" C. F. Morrison, R.N.R.	
"FATSHAN" ... 2,260 "	" A. W. Dixon.	
"HANKOW" ... 3,073 "	" C. V. Lloyd.	
"KINSHAN" ... 2,860 "	" J. J. Lossius.	

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ... 1,998 tons...	Captain W. E. Clarke.
-------------------------------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," ... 219 tons...	Captain T. Hamlin.
----------------------------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," ... 588 tons...	Captain B. Branch.
"NANNING" ... 569 "	" C. Butchart.
"TAK HING" ... 618 "	" R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP	Kobe and YOKOHAMA.	Second half of December	S'PORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMAH	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.

Hongkong, 30th November, 1903.

[1163e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vaux Road.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER. [1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA.

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

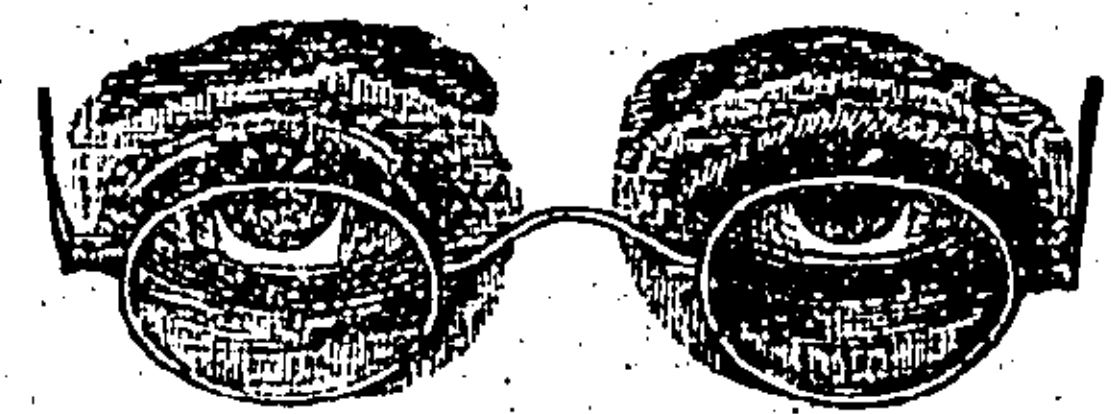
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6e]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from Lyemun (Pak-sha-wan and Sywan Batteries) in the direction of the entrance to Junk Bay at ranges from 4,000 to 2,000 yards, on the 11th of December, and from Sioncetter West Battery in a South-Westerly direction at ranges from 2,000 to 600 yards, on the 12th of December, 1903. If the weather is unfavourable on either of the above dates, practice will take place on the 14th of December.

Practice will commence at 9.30 A.M. on the 11th and at 9 A.M. on the 12th, and end at 11 A.M. daily, if the range is clear.

By Command, A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 2nd December, 1903. [1451e]

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS,

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. [1432e]

DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COELN.

STOCK ON HAND OF

AHRLEICHART, a red Ahr Wine at \$18.50

GRAACHER, Moselle at \$16.50

LAUBENHEIMER, Hock at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSMANN & CO.

Hongkong, 16th October, 1903. [1259e]

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 15th August, 1903. [19]

THE REGISTRATION OF TRADE
MARKS ORDINANCE, 1898.APPLICATION FOR REGISTRATION
OF TRADE MARK.

NOTICE is hereby given that Messrs. SCHWER UFFEL AND COMPANY have on the FIFTH DAY OF SEPTEMBER, 1903, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:

"A HAND HOLDING A DART" in the Name of SCHWER UFFEL AND COMPANY who claim to be the Proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith, in respect of the following Goods:

India Rubber and Leather Boots and Shoes, Stockings and Socks in Class 38.

Biscuits, Condensed Milk, Confectionery Sugar in Class 41.

Candles, Matches, Lampwicks, Soap and Starch in Class 47.

Lamp Chimneys, Tumblers in Class 15.

Worsted Cord, Lamabrids in Class 33.

Needles in Class 13.

Sewing Cotton on Spools or Reels in Class 23.

Perfumery, Perfumed Soap, Toilet Articles in Class 48.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

Following is the programme of events for the 1904 race meeting—

FIRST DAY.

Tuesday 23rd February, 1904.

THE WONG-NEI-CHONG STAKES.—Value \$300. Second to receive \$100; and Third \$50. For China ponies, subscription griffins of this season 1903-1904. Weight for inches as per scale. Entrance \$10. Half a Mile.

THE MAIDEN STAKES.—Value \$500. Second to receive \$150; and Third \$50. For China ponies, *bona fide* griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1903-1904 allowed 7 lbs. Entrance \$10. Once Round.

THE VALLEY STAKES.—A Sweepstakes of \$10 each with \$350 added. Second to receive 70 per cent; and Third 20 per cent; and Third 10 per cent. For China ponies, subscription griffins of this season 1903-1904. Weight for inches as per scale. Three quarters of a Mile.

THE VICTORIA STAKES.—A Sweepstakes of \$10 each with \$350 added. Second to receive \$150; and Third \$50. For China ponies, Weight for inches as per scale. *Bona fide* griffins on date of entry allowed 5 lbs. Subscription griffins of this season 1903-1904 allowed 10 lbs. Previous winners at this meeting 5 lbs. extra. One Mile.

THE FONGCHOW CUP.—Value \$500. Second to receive \$150; and third \$50. For walters. Weight for inches as per scale. Previous winners of 3 or more races 12 lbs. extra; of 2 races 7 lbs. extra. Non-winners who have run at previous meetings allowed 5 lbs. Entrance \$10. Three quarters of a Mile.

THE HONGKONG DERBY.—A sweepstakes of \$20 each with \$1,500 added. (Half forfeit if declared on or before day of closing entries.) For China ponies *bona fide* griffins on date of entry. First pony to receive 70 per cent; second 20 per cent; and third 10 per cent. Weight for inches as per scale. One mile and a half. (Nominations to close to the Clerk of the Course in the Hongkong Club house on Saturday, 26th December, 1903.)

THE HONGKONG CLUB CUP.—Presented by the members of the Hongkong Club. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Griffins allowed 5 lbs. Subscription griffins of this season 1903-1904 allowed 10 lbs. Previous winners at this meeting 5 lbs. extra. One mile and a half.

THE CHINESE CLUB CUP.—Presented. Second to receive \$150; and third \$50. For China ponies, subscription griffins of any season. Winners at previous meetings barred. Previous winners at this meeting 7 lbs. extra. Entrance \$10. From the two-mile post once round and in.

LUSITANO CUP.—Presented by the members of the Club Lusitano. For China ponies, *bona fide* griffins on date of entry. Second to receive \$150; and third \$50. Weight for inches as per scale. Subscription griffins of this season 1903-1904 allowed 5 lbs. Previous winners 7 lbs. extra. Entrance \$10. One mile.

THE ENCOURAGEMENT STAKES.—Value \$300. Second to receive \$100; and third \$50. For China ponies, subscription griffins of this season 1903-1904. Weight for inches as per scale. Previous winners barred. Unplaced runners allowed 5 lbs. Entrance \$10. Five furlongs.

SECOND DAY.

Wednesday, 24th February, 1904.

THE FLYAWAY STAKES.—A sweepstakes of \$10 each with \$350 added. Winner to receive 70 per cent; second 20 per cent; and third 10 per cent. For China ponies *bona fide* griffins on date of entry. Weight for inches as per scale. Previous winners to carry 7 lbs. extra for each race won to 14 lbs. Five furlongs.

THE EXCHANGE PLATE.—Value \$5. Presented by the bankers and exchange brokers of Hongkong. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lbs. extra; of two or more races to lbs. extra. Griffins allowed 5 lbs. Subscription griffins of this season 1903-1904 allowed 10 lbs. Unplaced runners allowed 5 lbs. Entrance \$10. From the two-mile post once round and in.

THE PROFESSIONAL CUP.—Presented. Second to receive \$150; and third \$50. For walters handicap. Entrance. One mile.

THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150; and Third \$50. For China ponies, subscription griffins of this season 1900-1904. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

THE GARRISON CUP.—Presented by the officers of the Garrison. Second to receive \$150; and Third \$50. For China ponies *bona fide* griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1903-1904 allowed 5 lbs. Winners at this meeting 7 lbs. extra. Entrance \$10. From the two-mile post once round and in.

THE JOCKEY CUP.—Value \$300. Second to receive \$100; and Third \$50. For China ponies, subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Previous winners barred. Entrance \$10. Once Round.

THE CHALLENGE CUP.—Value One hundred guineas. For China ponies. A forced entry of \$10 each, but optional to China ponies, subscription griffins of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the *bona fide* property of the same owner or owners. Winner to receive \$300 and 70 per cent, second \$100 and 20 per cent; and third \$50 and 10 per cent of the entrance fees. One mile and three quarters.

THE "BLAKE" CHALLENGE CUP.—Presented by His Excellency Sir Henry A. Blake, G.C.M.G. For China ponies, subscription griffins of the seasons 1902-1903 and 1903-1904. To be won twice by ponies the *bona fide* property of the same owner or owners. First pony to receive 70 per cent of the entrance fees; second 20 per cent, third 10 per cent. Weight for inches as per scale. Winner of the Valley Stakes or German Cup 14 lbs. extra; other winners 7 lbs. extra; penalties accumulative up to 14 lbs. Entrance \$10. One mile.

THE NAVY CUP.—Presented by the officers of His Majesty's Fleet. Second to receive \$150; and Third \$50. For China ponies *bona fide* griffins on date of entry. Weight for inches as per scale. Winners of one race at this meeting 7 lbs. extra; of two or more races to lbs. extra. Entrance \$10. One mile and a quarter.

THE RACING STAKES.—A sweepstakes of \$10 each with \$250 added. For China ponies, subscription griffins of any season. Weight for inches as per scale. Previous winners barred. First pony to receive 70 per cent; second 20 per cent; and third 10 per cent. Unplaced runners allowed 5 lbs. Three quarters of a Mile.

THIRD DAY.

Thursday, 25th February, 1904.

THE GRAND STAND STAKES.—Value \$500; second to receive \$150; and third \$50; for China ponies *bona fide* griffins on date of entry; winners of one race 5 lbs. extra; of two race 7 lbs. extra; and of 3 or more races to lbs. extra; subscription griffins non-winners allowed 5 lbs; entrance \$10. Three quarters of a Mile.

THE SPRING STAKES.—Value \$500; second to receive \$150; and third \$50; for China ponies, subscription griffins of this season 1903-1904; weight for inches as per scale; winner of the German Cup 7 lbs. extra; entrance \$10. From the two-mile post once round and in.

THE GREAT SOUTHERN STAKES.—Value \$500; second to receive \$150; and third \$50; for China ponies; weight for inches as per scale; previous winners at this meeting of one race 7 lbs. extra; of 2 or more races to lbs. extra; griffins allowed 5 lbs; subscription griffins allowed 10 lbs; entrance \$10. One mile.

THE LADIES' PURSE.—Presented. Second to receive \$150; and third \$50. For all China ponies. Weight for inches as per scale. Winners at this meeting other than subscription griffins 5 lbs. extra. Unplaced runners allowed 5 lbs. Entrance \$10. Once round.

THE PARSEE CUP.—Presented. Second to receive \$150; and third \$50. For China Ponies *bona fide* Griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lbs. extra; of two races 7 lbs. extra; and of three, or more races to lbs. extra. Entrance \$10. Seven furlongs.

THE PHAETHON STAKES.—Value \$500. Second to receive \$150; and third \$50. For walters. Handicap. Entrance \$10. One Mile and a quarter.

THE HONGKONG STAKES.—Value \$500. Second to receive \$150; and third \$50. For China Ponies, subscription Griffins of this season 1903-1904. Weight for inches as per scale. Winner of the Spring Stakes or German Cup 7 lbs. extra. Entrance \$10. One Mile and a quarter.

THE CONSOLATION STAKES.—A Sweepstakes of \$10 each with \$200 added. Second to receive \$100; and third \$50. For beaten China Ponies at this meeting. Weight for inches as per scale. One mile.

THE CHAMPION STAKES.—With \$500 added. Second to receive \$250; and third \$100. For China ponies winners at this meeting only. A forced entry. Entrance \$20. Winners of two races \$50; of three or more races \$50. Weight for inches as per scale. One mile and a quarter.

THE NIL DESPERANDUM STAKES.—A Sweepstakes of \$5 with \$150 added. Second to receive \$100; and third \$50. For beaten China ponies, subscription griffins of this season 1903-1904. Weight for inches as per scale. Five furlongs.

OFF-DAY.

Saturday, 27th February, 1904.

THE NIPPON YUSEN KAISHA.

Following is the twenty-seventh report of this Company presented to shareholders at the half-yearly ordinary general meeting, held at Tokyo, on 26th November.

To the Shareholders.
Gentlemen:—The directors submit to you the annexed statement of the liabilities and assets of the company, and profit and loss account for the half-year, ended September 30th, 1903.

The gross profits of the company for the past half-year amount to Yen 3,917,260, out of which there has been paid:
Depreciation of the company's fleet and property Yen 720,448
Insurance fund 174,374
Ships' structural repair fund 432,957
Yen 1,327,780

leaving a balance of Yen 3,322,771 including Yen 733,291 brought forward from the last account.
The directors now propose that Yen 129,474 be added to the reserve fund, raising it to Yen 1,914,053, Yen 800,000 to the fund for the extension of services and improvement of the Fleet, bringing that amount to Yen 3,500,000, and that Yen 71,358 be allowed as directors' and auditors' fees. From the remainder the directors recommend a dividend at the rate of ten per cent, together with two per cent as special dividend, thus making twelve per cent, per annum, which will absorb Yen 1,320,000.

The balance, Yen 1,001,939 will be carried forward to the next account.

REMPER KONDO,
Chairman.
Head Office, Tokyo, 26th November, 1903.

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REMPER KONDO,
Chairman.
Head Office, Tokyo, 26th November, 1903.

BALANCE SHEET 30TH SEPTEMBER, 1903.

Liabilities.	Yen
Share capital	22,000,000
Debentures	1,000,000
Insurance fund	2,253,509
Ships' structural repair fund	2,233,749
Reserve fund	1,784,579
Dividend equalization fund	3,300,000
Fund for the extension of services and improvement of the fleet	2,700,000
Pension fund for employees	200,000
Sundry creditors	4,301,688
Amount brought forward from last account	733,291
Net profit for the half-year	2,589,480
Yen 43,096,299	

Assets.	Yen
Reduced book value of fleet	23,852,760
Reduced book value of launches, barges, &c.	189,154
Payment on account of new ships	1,244,248
Buildings and land	3,662,781
Yan, tse-Kiang line account	1,531,528
Yokohama stores department, &c.	867,782
Public loans and other securities	3,105,824
Cash at bankers and in hand	6,235,574
Coal in stock	18,787
Sundry debtors	2,387,857
Yen 43,096,299	

PROFIT AND LOSS ACCOUNT.	Yen
To depreciation of fleet and property	720,448
Insurance fund	174,374
Ships' structural repair fund	432,957
Reserve fund	129,474
Fund for extension of services and improving fleet	800,000
Directors' and auditors' fees	71,358
Dividend (10%)	1,100,000
Special dividend (2%)	320,000
Balance carried forward to next account	1,001,939
Yen 4,650,552	

By balance brought forward 31st March, 1903	Yen
Amount of gross profits for the half-year, ended 30th September, 1903	3,917,260
Yen 4,650,552	

We have examined the above accounts, with the books and vouchers of the company, and find them to be correct.

TAKESHI ARISHIMA,
TOKUJIRO OBATA,
TATSUMI IIDA,
Auditors.
Tokyo, 26th November, 1903.

For Sale.

FOR SALE.

ONE SIMPLEX PIANO PLAYER, by KOHLER and CAMPBELL, and 12 Music Sheets. Just received from the Makers. At Manufacturers' Price, very cheap.
For Particulars, apply to
"C.E."
C/o Hongkong Telegraph.
Hongkong, 8th December, 1903. [1474e]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 1st December, 1903. [1375e]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIRMSEN & Co.
Hankow, 18th May, 1897. [7e]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [5e]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "SIMLA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Victoria,"
From Calcutta, ex S.S. "Sardaria,"
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 7th December, 1903. [1474e]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th December, 1903. [1474e]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENGARRY," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 7th December, 1903. [1470e]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship "DENBIGHSHIRE," Captain W. A. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd December, 1903. [1453e]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA," FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersigning and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, 8th December, 1903. [1266e]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 18, Ice-House Road.

IS now in a position, in his New and Commodious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 19th September, 1898. [455e]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 12th Dec. Daylight.
TOSA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 15th Dec. 4 P.M.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 18th Dec. Daylight.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 25th Dec. Noon.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 26th Dec. Daylight.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 29th Dec. Noon.
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 29th Dec. 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steam Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company Local Branch Office in Prince's Building, 1st Floor, Chater Road.

Announcements.



S. WATSON & CO.,
LIMITED.

IMPORTERS OF HIGH-CLASS
SHERRY.

SUPERIOR PALE DRY, Dinner
Wine, Green Seal Capsule ... \$12.00

MANZANILLA, PALE NATURAL SHERRY, White
Capsule ... 13.50

SUPERIOR OLD PALE DRY, NATURAL SHERRY,
Red Seal Capsule ... 16.00

VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White
Seal Capsule ... 18.00

EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality
(old bottled), Black Seal Capsule 27.00

C, and CC are excellent Dinner Wines,
and E are After-Dinner Wines of a
superior vintage. All are guaranteed
Genuine Wines.

amples bottles and smaller quantities
be supplied at proportionate wholesale
prices.

We only guarantee our Wines and Spirits
to be genuine when bought direct from us in
the Colony or from our authorised Agents
the Coast Ports.

S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 356.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

CHEE & CO.,
祥利廣

TEMPORARY STORE:
1 FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

MAS & NEW YEAR CARDS.

FURNITURE
DEALERS.

LIVING-ROOM,
DINING-ROOM,
and BED-ROOM.
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

STEEL'S MICROBE-PROOF
FILTERS,
ROCHSTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

Code.

Telegrams Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355e]

HE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 9, 1903.

**ADDITIONAL TYPHOON
SHELTER.**

We are glad to note that at the meeting
of the Legislative Council next week the
Hon. Gershom Stewart is to move a resolution
to the effect that the shelter for cargo
boats and sampans during the typhoon season
be increased, and we trust that the
proposal will receive the serious considera-
tion which it deserves. Anyone who has
visited Causeway Bay immediately after
the hoisting of storm warnings, must
have been struck with the comparatively
small accommodation provided for the large
number of native boats now engaged upon
the waters of the harbour. When it is
remembered that, five years ago, a suggestion
was laid before the committee of the Hong-
kong General Chamber of Commerce, for the
formation of a harbour of refuge at the
western end of Hongkong, the necessity for
such a scheme now being carried out is far
more pressing. In September, 1898, Mr.
R. K. Leigh, of the firm of Messrs. Leigh
and Orange, wrote to the secretary of the
Chamber of Commerce suggesting that a
western harbour of refuge for small craft be
constructed in the Colony, and adduced as his
chief reason for such work the inadequacy
of the Causeway Bay refuge, the greater
portion of which had become so silted up
that it was dry at low water, and therefore
available for only very shallow draft boats.
This unsatisfactory condition of affairs
still exists, as we know to our cost in travel-
ling along the Shaikwan Road when the
tide is out and the noxious and evil-smelling
foreshore exposed and open to the breeding
of fever and other diseases. Mr. Leigh
pointed out that Causeway Bay lies to wind-
wards in all bad weather, experienced in the
harbour, and, therefore, can only be reached
either by the boats leaving on the first signs
of a storm or by being towed by launches.
This is evidently a factor which is greatly
responsible for the delays caused to shipping,
by reason of cargo boats and other craft
hastening away from alongside ships when
the first typhoon signal is hoisted. The
refuge proposed to the Chamber of Com-
merce would be made by constructing
a breakwater area from Slaughter House
Point of, say, 400 yards long, and would form
a refuge of about 80 acres, or considerably
larger than the one at Causeway Bay. Then,
again, the importance of the site suggested
will be seen from the fact that the whole of
the area is in deep water and would be avail-
able at all states of the tide for craft of con-
siderable draft, the average depth being
about four fathoms. Mr. Leigh pointed out
that the refuge would be to leeward, so that
boats knowing they had this place, in which
to seek shelter, could continue work at ships
to a much later time, and often on false
alarms would not require to stop work at all,
whereby much loss of time in the loading
and discharging of vessels would be saved.
Owing to it being situated much nearer the
bulk of the shipping than Causeway Bay, the
small craft would not require any towing to
reach it. Mr. Leigh estimated the approximate
cost of the work at \$100,000, and expressed
his confidence that such a refuge would
materially assist in the work of the harbour
during the typhoon season, and also be the
means of saving many boats and perhaps
lives from being lost in bad weather. This
recommendation was forwarded by the Com-
mittee of the Chamber to the Acting Colonial
Secretary, with a strong recommendation in
favour of the scheme. In reply, the Govern-
ment desired to know how a breakwater of
400 yards in length would furnish a deep
water refuge of some 80 acres; how the
expense of such an undertaking was proposed
to be defrayed; whether the shipping com-
munity would consent to the imposition of
harbour or other dues to cover the cost of
the refuge; and whether the position of
adjacent Marine Lightholders in connection
with the project had been considered. Mr.
Leigh was consulted on these questions and
prepared a chart of the harbour, on which
he showed the proposed Western Break-
water, and depicted the area which, in his
opinion, it would protect, and in support of
that opinion pointed out that during a resi-
dence of 19 years there had not been a single
gale from a direction that small craft would

not have been quite safe in that area, with
such a breakwater. The Committee of the
Chamber of Commerce thought the cost of
the work, which would be primarily for the
benefit of Chinese boat people, should be
paid out of the general revenue of the
Colony, and not out of the taxes to which
the native population largely contribute.
They strongly deprecated any proposal to
provide the funds by the imposition of any
special tax on shipping, which, as a threat-
ened renewal of the attempt to destroy the
freedom of the port, they could only regard
as a retrograde movement, calculated to
prove injurious to the interests of the Colony.
As to Marine Lightholders' interests, they
saw no reason to anticipate objection as
they did not consider their property would
be adversely affected by the refuge. The
matter was further considered by Govern-
ment and, owing to the heavy expenditure
which the work would involve, H.E. was
unable, at the time, to recommend to the
Secretary of State for the Colonies that such
an undertaking should be entered upon.
There the matter has since been allowed to
rest, and, although, eighteen months ago, we
revived the suggestion and the matter was
again discussed, it has been left to the Hon.
Gershom Stewart to resuscitate the question
of additional shelter for cargo-boats and
sampans during typhoon seasons, and he
may possibly again bring to the notice of
the Government the scheme suggested by
Mr. R. K. Leigh, which is deserving of
every attention.

LOCAL AND GENERAL.

AMONG the numerous personages who have
telegraphed sympathetic messages to Lord
Kitchener are the King, Earl Roberts and Mr.
Brodrick.

THE German steamer *Elba* (2,634 tons) went
ashore off the coast of Motomuran Mura,
Hokkaido, on the 23rd ultimo. The crew were
safely landed. No details of the accident are
given.

LIEUTENANT Clarke of the U.S. Legation
Guard at Peking is in hospital suffering from
typhoid fever. We learn that this complaint
is general among the troops in the Northern
Capital.

SECRETARIES of Clubs are reminded that
entries for this season's Shield Competition
should be sent to the Hon. Secretary (Mr. H.
F. Chard, Chartered Bank) not later than
Saturday next, 12th instant.

OVER fifty warships are now concentrated at
Sasebo. Most of them are busy loading coal and
provisions. The Sasebo townspeople expect
some startling move on the part of the squadron
when it sails this time. Business in town is
booming.

THE Berlin correspondent of the *Standard* re-
ports that the Czar told the Kaiser, on the
occasion of their recent meeting, that he would
not declare war upon Japan under any con-
ditions. The Russian Emperor is supposed to
have added that, should Japan want war with
Russia, she must begin hostilities.

PREVENTION is better than cure, and although
we had only four cases of plague during the
three weeks ended 5th inst. the authorities at
Batavia mean to be on the safe side, and have
therefore declared Hongkong to be infected
with the disease. A telegram was received
yesterday from H.B.M. Consul at Batavia stat-
ing that the Colony was declared infected.

THE report of Mr. Birchenough, the Board of
Trade Commissioner, on British trade in South
Africa, anticipates that South Africa is already
the second on the list of Great Britain's
customers, and this year will deprive India of
first place, though foreign imports are increasing
relatively faster. He believes that the present
boom is the beginning of a great sustained
expansion.

OWING to the expense of commissioning so
many war-ships on account of the present
relations between Japan and Russia, the
appropriation for the squadron has been
exhausted, and the Minister for the Navy has
applied for a special appropriation out of the
reserve. The Minister for Finance has endorsed
the application, and application has been made
for the Imperial sanction.

ADMIRAL Sir Cyprian Bridge was presented to
His Majesty the Emperor of Japan by Sir Claude
Macdonald on the 25th ult. The Admiral
and his Staff and the Commanders of the British
warships in Yokohama, Sir Claude Macdonald
and the Military and Naval Attaches were sub-
sequently entertained at a tiffin given by order of
His Majesty at the Shiba Detached Palace.
His Highness the Prince Higashi Fushimi, Mr.
Hanafusa, Vice-Minister of the Imperial
Household Department, Admiral Yamamoto
and Admiral Ito were also present at the tiffin.

"THE UNKNOWN" is the nickname which has
been given to a mysterious vessel recently
launched without name or christening from
Messrs. Harland & Wolff's yard at Belfast.
The vessel, which is of 14,000 tons, was
originally intended for the Leyland Line, and
she was launched without any ceremony and
without a name being given her. Contrary to
their usual practice, the builders refused to give
any information respecting the boat to the
newspapers. It is thought that "The Un-
known" will sail under the White Star or
Dominion flag.

THE programme of the Jockey Club Race
Meeting, 1904, and the annual report of the
Nippon Yusen Kaisha, are printed on the third
page.

MR. Gordon Mackay, the inventor of the
sewing machine, has bequeathed £300,000 to
the School of Applied Science at Harvard
University (U.S.A.).

THE *Novos Vranys* states that the presence of
a Russian guardship at Bushire was intended
to counteract the idea as to Britain's exclusive
rights to the Gulf of Persia.

TWELVE more subscription griffins for the
forthcoming race meeting are expected to arrive
here from Shanghai on Friday next, the remain-
ing batch is due to arrive ten days after.

CHICAGO tramway employees to the number
of 3,000 have struck work. They demand a 25
per cent. advance in their wages, an eleven
hours' day, and a recognition of their union.

IT is confidently expected that their Majesties
the King and Queen Alexandra will pay a visit
to Liverpool in connection with the laying of
the foundation-stone of the Liverpool Cathedral
early in 1904.

THE annual return of Volunteer Corps of Great
Britain, issued on 3rd ult., shows that the total
of all ranks enrolled in 1902 was 268,550,
against 288,476 in 1901; while there were pre-
sent at inspection 268,683, against 242,107.

A GERMAN staff general has published a treatise
dealing with the South African war. He con-
sidered that General Sir Redvers Buller's bad
leadership was the cause of the Colenso disaster,
and not that the British troops were beaten.

AS the result of spontaneous combustion a
serious fire took place on 12th ult. on a mail
train running from St. Petersburg to Moscow.
Consignments from abroad which were de-
stroyed in the mail packets were valued at
£700,000.

COLONEL G. F. Browne, D.S.O., late British
Military Attaché at Peking, estimates the cost
of the Siberian railway at £75,000,000. The
line, he says, is invaluable for military pur-
poses, although troop trains take 20 days to
complete the journey.

AN infernal machine timed to explode has
been received somewhat prematurely at the
headquarters of the Heuchakist section of the
Armenian revolutionists in London. The
members of the section were assembled at the
time, and a disaster was narrowly averted.

THE Port Royal correspondent of the *Daily*
Mail reports that Jamaica will be abandoned
as a naval base in 1904. Jamaica will, the
report states, become a purely military station,
and, with that object in view, additional bat-
teries are already in course of erection.

A NUMBER of exiled Finns have presented a
petition to the Czar at Darmstadt, containing a
scathing indictment of Russia for breaking
pledges which she had made to the Finnish
people. The petition stated that Finland
resembled a country in the possession of an
enemy, and that corruption was rampant.

THE directors of the Fall River Cotton Mills,
in Massachusetts, U.S.A. (which only resumed
work two months ago after a cessation neces-
sitated by the high price of cotton), have,
owing to the continued high price, given notice
to their employees of a 10 per cent. reduction
in wages. About 30,000 workers are affected
by the notification.

AT all British naval stations it has been
officially intimated that "The Star-Spangled
Banner" is to be regarded as the United States
National Anthem. Whether this is done in
deference to the expressed wish of the States,
or whether John Bull has decided to select a
national air for Uncle Sam according to his
own tastes, has not transpired.—*Ex.*

COMMENTING upon the manifesto of the Gover-
nor of German New Guinea, protesting against
the progress of the English language in the
German colonies in the Pacific, the organ of the
German Colonial Society asserts that
Australia greatly covets the annexation of
German New Guinea and the Bismarck
Archipelago. The predominance of the English
language and English customs, says the journal,
is preparing a way for hoisting the Union Jack.

THE *Asahi* says that Kim Giok-kin, a Korean
refugee, was stabbed to death at Chefoo a short
time prior to the declaration of war against
China, and the Diet was dissolved. The war
followed these events. Now Ulan-zen has been
assassinated and if the coming session of the
Diet should be dissolved there will be a repetition
of the course of years ago. The *Osaka*
journal adds: "It is a great pity to talk in this
way; but we have to console ourselves even
with this expectation."

UNDER "Notes on Native Affairs" the *N. C.*
D. News, of 5th inst. prints the following:—A
Peking dispatch states that in response to a
memorial from a high provincial official the
Empress Dowager has sent instructions to the
various Tartar Generals, Viceroys, Governors,
and Provincial Commanders-in-Chief of the
Empire to each send without delay a brigade
of their best modern-drilled, armed and or-
ganised soldiers up North to join the com-
mand of General Ma Yik-kun. This confirms
the news published in these "Notes" last week
in which it was stated that Governor En Shou of
Soochow was preparing to send up North a
brigade of his best armed and best drilled
troops and that it was believed that other high
provincial officials throughout the Empire were
going to do so also.

THE stately looking French cruiser *Montcalm*,
with Vice-Admiral Bayle on board, arrived
from the North this morning. At eight o'clock
she saluted the port, the courtesy being re-
turned by the shore battery.

THE alleged discovery of a cancer parasite is
announced in London, and is causing great
excitement. The discoverer says he can cul-
tivate serum fatal to the cancer cells, and that
he can also infallibly discover whether true
cancer exists.

A BILL has been introduced in the House of
Representatives to apply the laws of Chinese
exclusion from the United States to the restric-
tion of Japanese immigration. Should this bill
become a law it would include all insular
possessions of America.

THE correspondent of the *Manila Cablenews*,
writing from Tokio on the 5th inst., states that
the reports sent from St. Petersburg that an
understanding had been arrived at between
Russia and Japan for the settlement of the
contentions between them over Manchuria
and Korea, is denied by Marquis Ito, the
Premier of Japan.

THE *Manila Cablenews* says that the trans-
Pacific steamship companies are waging a bitter
steering rate war over Chinese traffic. The
Pacific Mail, Toyo Kisen Kaisha and Occiden-
tal and Oriental steamship companies have
just announced a rate of \$2 gold, to Chinese
steering passengers, between this country and
the Oriental ports.

THE French Minister is said to have had a
long interview with the Russian Minister in
which he pointed out that any hostilities car-
ried on in the three Eastern Provinces would
seriously interfere with the interests of the
French bondholders; for French influence would
naturally be opposed to actual hostilities being
carried on in Manchuria.

THE M.M. Company are augmenting their al-
ready extensive fleet by the addition of four
new cargo steamers of 7,500 tons dead-weight.
All four are to be of the type of the company's
Himalaya, and although intended primarily
for cargo-carrying, space for 60 passengers
will be provided on each vessel. The new
steamers will be named *Euphrat*, *Grange*,
Lupior, and *El Kantara*. Including these
vessels, the fleet comprises 62 steamers of
about 130,000 tons net.

THE death is announced of the novelist, Mr.
Seton Merriman. Mr. Henry Seton-Merriman
was the nom de plume assumed by Hugh
Lowell Scott, the novelist. The following is a
list of his works:—"From one Generation to
Another," 1892; "The Slave of the Lamp,"
1892; "With Edged Tools," 1894; "The Grey
Lady," 1895; "Plot-sam," 1896; "The Sowers,"
1896; "The Money Spinner," and "In Red's
Fence," 1897; "Roden's Corner," 1898; "The
Isle of Unrest," 1900; "The Velvet Glove,"
1901; and "The Vultures," 1902.

ON the 18th ult. at the High Court of Calcutta,
before Mr. Justice Amer Ali, Mr. Longmuir
of Messrs. Morgan and Co. applied for leave
to file a plaint on behalf of Clarence Kirpatrick,
barrister-at-law, at Delhi, against Sir Will-
iam Ratigan, M.P., and others, the proprietors of
the *Pioneer* newspaper, for having published a
false, malicious and defamatory statement re-
garding plaintiff's evidence in the case which
is being tried before the District Judge of
Delhi. Plaintiff claims Rs. 100,000 as damages.
The plaint was admitted, and a written state-
ment was directed to be filed.

THE Lords of the Admiralty have arranged for
the sloop *Mutine* to relieve H.M.S. *Karrakatta*
upon the Australian station. The *Mutine*,
which is on the China station, is a sloop
with a displacement of 980 tons. She was
built at Larv's yard in 1901 at a cost of £67,243.
The vessel has a length of 180ft., beam of 33ft.,
and draught of 13ft. Her engines are of 1,400
horse-power, giving a speed of 13 knots. The
coal capacity of the vessel is equal to 130 tons.
The armament of the *Mutine* consists of six
4in. guns and four three-pounders. She
carries a complement of 130 all told.

ON the 26th ult., there was launched at the
Sakurajima Yard of the Osaka Iron Works, a
finely modelled ocean-going steel tug, built to
the order of the Atlantic Gulf and Pacific Com-
pany of New York for the extensive work this
Company are doing at Manila for the Philippine
Islands Government. The vessel is built
throughout of steel, to Lloyd's highest class,
under the supervision of their surveyor, Mr. J.
Ellerton. Her dimensions are:—Length, 125
feet, breadth, 24 feet; depth, 14ft. The vessel
will be fitted with engines of over 500 horse
power and large pumps for salvage purposes,
making her one of the most powerful tugs
east of the Suez Canal. On leaving the ways
the vessel was gracefully christened the *Robert*
K. by Mrs. Pope, wife of Mr. J. H. Pope,
representing the company.

THE Duke of Roxburgh, of the Royal Horse
Guards, and Miss May Golet were married in
St. Thomas' Episcopal Church, New York, on
10th ult. The bride's fortune amounted, it is
said, to £2,000,000. The wedding presents
have been valued at £200,000. Many of the
most costly remain in England in order to avoid
paying £50,000 Customs duties, which would
have been demanded had they been forwarded
to New York. A remarkable scene took place
outside the church after the wedding. Thou-
sands of women who had assembled there fought
with one another in a frantic effort to approach
the carriage in which the bridal pair were
seated. The police were overpowered, and rein-
forcements had to be sent for. Some of the
women thrust their hands through the open
carriage windows and clutched at the bride's
dress, hoping to secure fragments thereof as
souvenirs.

A RUGBY practice game will be played on the
club ground on Friday next, 11th instant, at
4.30 p.m., when it is hoped that as many mem-
bers as possible will turn out.

ON the 27th instant there was launched at the
Sakurajima Yard of the Osaka Iron Works a
large steel dredger to the order of the Mitsui
Kosan Kaisha for the Miike Harbour Works.
The dredger is of a combined bucket and
suction type, 500 tons per hour capacity, dredg-
ing to a depth of 38 feet. The vessel will be
fitted with two complete sets of engines and
boilers for driving the bucket and suction
machinery separately. She will combine all
the most recent improvements for this class of
machinery, and it is considered that the new
dredger will prove a valuable adjunct to the
work of the extensive harbour improvements
now under construction.

ON the 16th and 17th ultimo at the Admiralty
Court of Tientsin, before F. S. A. Bourne, Esq.,
Assistant Judge, and Captain Golding of the
s.s. *Peleus*, Assessor, an action brought by the
China Navigation Co., Ltd., against the Taku
Tug and Lighter Co., Ltd., was heard. The
China Navigation Co., Ltd., claim damages by
reason of a collision between the lighter *Mits*
and their ship *Chihai* on the night of the 24th
May. Defendants deny being to blame and
claim Tls. 1,420. Mr. P. H. Kent appeared for
the plaintiffs, Mr. K. W. Mounsey for defend-
ants. After a prolonged hearing, the Court
decided that both ships were to blame and that
they must bear the damage caused in equal
shares. There will be the usual reference to
the Registrar to assess the damages, and no
order as to costs.

CHARITY BAZAAR AT THE CITY HALL.

L'ASILE DE LA SAINTE ENFANCE.

Under the patronage of Mrs. F. H. May a
brilliant and successful bazaar was held in the
City Hall this afternoon, the proceeds of which
will go to aid the funds of the French Convent.
St. Andrew's Hall had been tastefully deco-
rated for the occasion and, at an early hour
of the afternoon, was already crowded with
visitors. The *comp d'ent* was a bright and
animated one, the lady stall-holders and
visitors having alike donned, for the occasion,
their most charming costumes. At the top and
along the sides of the big hall were stalls, at
which were sold needlework executed in the
convent or gifts from lady donors. At the
end was the refreshment buffet and in the
middle of the room the toy and flower
stalls, held by the children of several of
the lady patronesses. The needlework
stalls were held by Mesdames Hancock,
Sawyers, G. Bateson Wright, Master, Pres-
ton, Lammert, Webb, Birdwood, Rimple,
E. Goetz, N. A. Siebs, von der Heyde, Fitz-
Williams, Harker, Wyllie, P. Marty, R. K.
Leigh, C. A. Tomes, Perrier, Bishop, Drze,
Douglas Story, White, More, Niedhart, Hall
Wright, White, Ehmer, Berindoague, Volpe-
celli, Drew, Maitland, Gordon, Grimble, Lum-
bin, Turner, Danby, Hunter, Webb and
Misses Wylly, Goodman, de Champeaux, Shaw,
Denton, Berkeley and Danby. The flower
and toy stalls were held by Misses May, Gerrie,
Tomes, Mary Lockhart, and Phoebe May.
The Reverend Mother Felicie, Sister Louise
and, nearly all the sisters of the con-
vent were present. A troupe of the little
waifs from the Refuge, dressed in their best,
their faces clean and shining like old ivory,
watched with open-eyed wonder the brilliant
crowd and charming, busy vendors who were
smilingly working for their benefit. Sales were
brisk and the bright-eyed, delightful canvassers
worked havoc on the pockets of the menfolk,
in a cause that is above praise. The band of
the 10th Maharattas, kindly lent by the Colonel
and officers of that Regiment, performed during
the afternoon.

The Reverend Mother Felicie and the Sisters
of the Convent are to be congratulated on the
success of the function which, it is to be
hoped, will bring a considerable sum into the
coffers of the establishment.

MASONIC INSTALLATION.

At the Masonic Hall, last evening, the in-
stallation of officers of the United Service Lodge,
No. 1341, E.C.M., was carried out by D.D.G.M.
E. C. Ray, assisted by the Grand Lodge officers.
Following the ceremony a banquet was held
at which 120 were present. The following
officers were elected:—

W. M.	Wor. Bro.	W. H. Woolley.
J. P. M.	"	H. W. Wolfe.
J. W.	"	H. G. Baker.
S. W.	"	J. H. Varco.
Treasurer	"	H. J. Watson.
Secretary	"	W. L. Ford.
S. D.	"	J. Gimblett.
J. D.	"	J. Hicks.
Organist	"	J. T. Longstaff.
D. C.	"	C. W. Tackwell.
I. G.	"	F. H. Ashford.
Steward	"	M. Taylor.
Tyler	"	J. T. Hawks.
	"	J. Vanstonie.

SHIPPING AND MAILS.

MAILS DUE.
German (*Riautschou*) to-morrow.
Tacoma (*Victoria*) 13th inst.
American (*Korea*) 14th inst.
Canadian (*Tartar*) 14th inst.
French (*Annam*) 15th inst.
Indian (*Catherine Ahear*) 15th inst.
Canadian (*Empress of China*) 21st inst.
Indian (*Nansang*) 22nd inst.
American (*Gaelic*) 24th inst.
Australian (*Taiyuan*) 27th inst.
American (*Hongkong Maru*) 31st inst.

The Apar Co's s.s.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Decision in the "Supao" Case.

A DEADLOCK.

(From Our Correspondent.)

Shanghai, 9th December, 3.46 p.m.

The "Supao" case was resumed in the International Mixed Court to-day, before the special tribunal, consisting of the Chinese magistrate (Mr. Wang), the British Assessor (Mr. B. Giles), the Chinese magistrate issued sentence releasing three men. One of the prisoners is to be kept in custody pending consideration of sentence by H.E. Viceroy Chang Chih-tung. Two others have been sentenced to imprisonment for life.

The British Assessor, Mr. Giles, disagreed with the sentence of the Chinese magistrate, declaring it to be null and void.

A deadlock has thus been created.

(Reuter's.)

Lord Curzon's Tour.

LONDON, 7th December.

Lord Curzon has declined to land at Bushire, it is understood, because the authorities at Teheran had made arrangements whereby the customary consideration of receiving an initial visit of ceremony was denied to the Viceroy.

The Somaliland Affair.

The Daily Telegraph's Aden correspondent wires that the Italian cruiser *Voltorno* has captured the Mullah's right hand man, Abdullah Sheri, who has consented to have an interview with General Egeron. This capture is likely to alter the whole situation if the interview is satisfactory as the Mullah is supposed to be helpless without Abdullah Sheri.

LATER.

News has reached Berbera that a strong patrol of the Mullah's forces has occupied Mudug.

The United States Congress.

President Roosevelt in his message to Congress justifies the attitude of the United States in the Panama revolt, which was spontaneous; the United States would have been guilty of folly and weakness amounting to a crime if they had acted otherwise. The President re-emphasises the necessity of a restriction on Trusts, and checking the tyranny of labour, and urges the immediate appropriation of half a million to facilitate the punishment of offences against the Trust Laws. The surplus for the fiscal year will be small. The message applauds the Alaska decision which is a proof of the fairness and good will with which two friendly nations have approached each other to determine issues involving national sovereignty.

(N. C. D. News.)

The Crisis.

Tokio, 1st December.

All the leading Japanese journals agree in denouncing Russia for her delay in replying to Japan's proposals.

They declare that the nation can no longer endure to be thus slighted, and must demand a definite answer, failing which it must take independent steps to secure the interests of the State.

Even the men in business circles advocate a similarly resolute policy which is also avowed by all political parties.

The situation therefore looks more menacing than at any previous period, solely in consequence of Russia's haughty silence.

The combination of the two principal political parties is not as yet completed, but they are evidently both willing to support a resolute policy, whereas they will unite to attack inaction.

Tokio, 4th December.

The peaceful news from Paris is ridiculed at Tokio, and is considered to be pure invention.

(Japan Exchange.)

The Tibet Expedition.

London, November 25.

Reports to hand from St. Petersburg state that there is extreme anxiety in political circles in Russia as to the effect of the British expedition to Tibet.—Mainichi.

Affairs in Korea.

Seoul, November 26.

Some Koreans report that the Korean Foreign Minister addressed an official note to the Japanese Minister to Seoul and demanded the recall of the Japanese Consul and police authorities at Mokpo, whom he accuses of having visited the Korean offices there, at the head of a number of riotous Japanese.

The Japanese Minister has not received any report from Mokpo; but he thinks that the affair must be due to some Korean malcontents, and the action of Japanese officials in suppressing them.

Mr. Hayashi has addressed an official note to the Korean Government with regard to the employment of measures to stop a further collapse in the value of the nickel coins. The Korean Government sent back the note without giving any reason for their action. Mr. Hayashi re-addressed the note to the Government a few days ago.—Mainichi.

China and Korea.

Seoul, 26th November.

Large numbers of Chinese mounted bandits are invading Mosan, Shijo and Kainai, in Kanjo province and the Koreans are suffering considerably. The Governor of Keiko wired advice of these incursions by bandits a few days ago.

The Chinese Minister to Seoul forwarded an official note a few days ago and complained about the murder of two Chinese subjects at Keiko by Korean soldiers. The Minister also demanded an explanation about the note issued by the Korean officials in the district, the Chinese troops stationed on the frontier challenging latter to combat.—Asahi.

Russian Aggressive Movements.

TALK OF A RAILWAY TO PINGYANG.

Wju, 29th November.

The Russian movement in Manchuria and Korea are more than audacious. They make no pretence of desiring to recognise the integrity of China and Korea, nor do they appear to consider the question of maintaining friendly relations with Japan. They now refuse to recognise the official sent to succeed Taotai Yuan of Antung, whose dismissal they demanded by the Chinese Government. They object to recognise him because they say, his appointment as Taotai was never advised to the Russian officials. The Russians have further refused to recognise the appointment of any Taotai in Manchuria in future.

A certain Chinese was negotiating for purchase of about 200,000 tsubo of land at Bunshinko on the Chinese side of the Yalu, his object being to secure a good site for business operations as he expects the place to be made an open port shortly. The Russians in the neighbourhood suspected that Japanese were co-operating with the Chinese and pulled up the posts that were put down to mark the site. They then sent a number of men over, with one gun, to guard the place.

The Russians at Liao-yang and various other places are being sent to Tsunfah-shien in batches of thirty or forty every day. It is believed that these men are to be employed in the upper reaches of the Monking. The Russians announce that they intend to build a railway between the Yalu and Pingyang. Captain Wagileff, advisor to the Russian Forestry Company, recently told some Chinese merchants at Antung that work on the railway would soon be commenced. The Russians are recruiting coolies to build a telegraph line between Mirokudo and Ryong-an, where the poles were removed by the Korean authorities some time ago.—Mainichi.

Opening of Changsha.

Peking, November 28.

In reference to the opening of Changsha, Sir Robert Hart has proposed to the Government to send some Customs officials from Gakuchow to the city with a view to expediting the opening of the place.—Mainichi.

TIENTSIN.

(From Our Own Correspondent.)

19th November.

The bellicose attitude so hopefully adopted by Chinese for a few days after the re-occupation of Moukden, has all fizzled out and she has sunk back into her craven apathy. The arrival of Gen. Wogack and several other Russians straight from St. Petersburg has not helped matters. Native correspondents do not hesitate to say that he has come back with plenty of money which he is quite prepared to spend, hence we hear that in official circles the reports are that things are going to be favourably settled. The Empress Dowager in a recent interview is said to have inquired of some high officials how long they could possibly hold out in making a stand against Russia. A Viceroy told her they might hold out a month and a General told her that he fancied he might fight for three days, but doubted if his ammunition would hold out longer. The Empress Dowager is said to have been aghast at such information and to have exclaimed, "Had I known things were like this nothing would have induced me to have left Hsian." Urgent messages are being continually sent to keep the Palace at Hsianfu in order, and at any moment a quiet flitting in that direction may take place. The Eunuch Li is always urging her to go there, and presently the situation will grow more desperate. Both the Empress Dowager and Li are reported to be ailing.

As regards Moukden, the Tartar General is said to have sent three messengers secretly to Peking to say that he is not being ill-treated, but that there is every indication of the Russians occupying other places besides Fengtien. News comes from another source also that the Russians have driven the small Chinese guards at the various passes between Fengtien and Jehol away and taken their place, so that all the passes through the Great Wall on that side are now in Russian hands. The fact that most of these roads are unimportant does not minimise the strategic importance of this move if the report is true.

One gets so weary of the ignorance and apathy of the Chinese up here that it almost seems anything happening would be better than the worse than childish attitude of Peking. There are in Peking at the present time at least a dozen men qualified by western education, at least to lift China out of the rut into which she has fallen, such as Wu Ting-fang, and Mr. Ku who is Chang Chih-tung's secretary. These men may not be all that is desirable as Government officials, but they are infinitely superior to the fossilized ignorance of the existing Grand Council and Wai Wu Pu. Two Censors have recently memorialized against the Grand Council en bloc by the bye, and pointed out that they are entirely responsible for the present state of affairs, which is a great deal nearer the truth than such memorials usually are.

Socially, Tientsin has been doing well, the theatrical season having made an excellent start with the production of "Our Flat" under new A. D. C. management, and the show appears to have given great satisfaction. There is some talk of the party going up to play in Peking. The A. D. C. are working to make money this season, as the idea is to build a proper theatre here as soon as funds permit, so that good travelling troupes will not disdain to visit the port.

ADMISSION OF A SOLICITOR.

At the Supreme Court this morning before the Chief Justice, Sir W. M. Goodman, Mr. E. H. Sharp, K.C., moved that Mr. Reginald Harding, of Exeter, who has joined the firm of Messrs. Ewens and Harston, be admitted to practise as an attorney and proctor in the Supreme Court of Hongkong.

Mr. Sharp said:—I beg, my Lord, to move that Mr. Reginald Harding be approved, admitted and enrolled to practise as an attorney and proctor of this honourable Court. I think your Lordship has Mr. Harding's papers before you, and I believe they are in order under the Ordinance. You have his certificate of admission in England and the affidavit of identity made by Mr. Ewens, who knows Mr. Harding himself. As your Lordship will see, Mr. Harding has had considerable experience in England, both in London and in the country. He was admitted in 1899, having previously been articled in London for five years with Messrs. Langlois & Co., from whom your Lordship will see a letter, annexed to the affidavit, with regard to his qualifications. After being admitted he acted as managing clerk in the country for two years, and then as managing clerk in London for another two years until he left England, a few weeks ago, to come to Hongkong. I have great pleasure in asking your Lordship to admit Mr. Harding to practise in this Court as an attorney and proctor.

His Lordship said:—I have read the papers and I think that everything is in order. Therefore, I have very much pleasure in approving of Mr. Harding as an attorney and proctor of this honourable Court, and therefore, I direct that he may be admitted and enrolled to practise as such. I have very much pleasure in congratulating you, Mr. Harding, on your admission to the profession here, and I am quite sure you will make it your endeavour to uphold the honour and reputation of that profession.

Mr. Harding bowed his acknowledgments to his Lordship, and the Court was adjourned sine die.

THE CHRISTMAS "GRAPHIC."

We have received a copy of the Christmas number of the *Graphic* which was published on November 23. It contains a full-plate portrait of His Majesty the King, from the picture by Emil Fuchs. The portrait, which is a beautiful specimen of colour work, was painted from life for presentation to the 1st Dragoons of the Guard, one of the crack corps of the German Army. The King is shown wearing the uniform of the regiment, of which he is Colonel-in-Chief.

The short stories in the number under notice are by some of the most popular writers. John Oliver Hobbes contributes "The Better Thing"; A. T. Quiller-Couch, "The Man Behind the Curtain"; W. L. Alden "The Crew that Grew"; Mrs. Stepmey Rawson "The Weaving of Gyselle Espinette"; Hollis Sutcliffe "A Midnight Bride"; and Albert Kinross "Phillips" with a poem by Thomas Hardy entitled "The Home-Coming." Among the well-known artists who contribute are Seymour Lucas, R.A., Frank Dadd, R.I., John Charlton, C. J. Hobson, R.I., W. H. Margeson, G. Harcourt and Mary Hunter, while humorous art is well represented by Gordon Browne, R.I., A. Guillaume, Tom Brown, R.I., John Hassall, R.I., and H. M. Brock. In addition to the portrait of the King, the number contains another most beautiful plate, "A Rude Awakening," by G. O. Hindley, which is sure to find a place on the walls of many a home.

BRITISH TRADE IN CHINA.

From the full report of the Fifth Congress of Chambers of Commerce of the Empire, held at Montreal, Aug. 17 to 21, which is issued from the London Chamber of Commerce and by the Board of Trade at Montreal, we extract the following resolution dealing with British interests in the East:—

Resolved: "That this Congress endorses the Lead-resolution adopted by the Fourth Congress, namely: 'That in view of the steps now being taken by the various countries of Europe to open out the interior of China to trade and commerce, it is the opinion of this Congress that the Government should endeavour by every means in its power to protect the interests of the British trader, to assist him in obtaining concessions, and to afford him all reasonable securities against disturbance from the Chinese Government, or aggressions from foreign powers.' And further suggests, 'That His Majesty's Government be urged to use every effort to secure facilities for assisting British traders in Manchuria, Korea, and Siberia, and to collect and make public all available information in furtherance of this object.'"

BRITISH AND CHINESE CORPORATION (LTD.).

The fifth annual ordinary general meeting of the British and Chinese Corporation (Ltd.), was held at the Cannon-street Hotel, London, E.C., on 5th ult., Mr. W. Keswick, M.P. (chairman) presiding.

The secretary (Mr. A. N. Frewer) having read the notice convening the meeting, and also the auditors' report, the Chairman said:—

Gentlemen, with your permission we will take the report as read, but before moving the usual resolution for the adoption of the accounts, I will offer a few remarks on those accounts, and also on the various enterprises in which this Corporation is interested. Comparing the profit and loss account for 1902 with that for 1903, you will notice that whilst the former year benefited by realisation of investments, the latter year did not have a like advantage, as no investments were realised during that period. It will be satisfactory, however, for you to know that our holding of Northern Railway Bonds stands in our books at only 85, and as the British and Chinese Corporation have not issued their report, I cannot say more than that progress is being made as rapidly as possible to bring about a reliable and permanent revenue from that source. On the debit side of the profit and loss account you will notice an increase of general

expenses of nearly £1,500 in 1903 as compared with 1902, which is owing mainly to the mission of Mr. Brennan. Reverting to the balance-sheet, the item of £5,699 added to outlay on concessions arises from expenditure on the Nanpiao Coal Property and incidental outlay in connection with the Shanghai Nanking Railway, whilst the recovery of £4,834 for damages done at Nanpiao during the Boxer troubles reduces the aggregate of outlay on concessions to nearly the same figures appeared in last year's account. I will now recapitulate as concisely as possible the various railway loan agreements which we possess or are interested in. At the outset of the formation of this Corporation we issued the Northern Railway loan of £2,300,000, and in pursuance of all the troubles and scares which the Northern Railway has gone through, we are of opinion (as we have been all along) that the security is first-class, and I can only congratulate those bondholders who were far-sighted enough to purchase bonds when they were of about 20 per cent. less market value than they are to-day. The interest has been punctually paid out of the earnings of the railway, which is quite satisfactory. The extra-mural position is, of course, still suffering in consequence of the unsettled state of Manchuria, and the action of Russia in that province. About 30 miles from Kinchow on the extra-mural portion of the railway is situated the Nanpiao coal field, in which the Corporation are jointly interested with the Chinese Railway Administration. Previously to the Boxer rising we had a prospecting party on the ground and had started an exploratory shaft, near the outcrop, and at some distance away from the put down a large bore, about 500 ft., to prove the existence of the coal at depth. Our operations were of course suspended by the Boxer rising, and it was quite impossible to resume operations until last July, when the bore was continued, and at 510 feet seams of 4 feet of anthracite and 12 feet bituminous coal have been cut, and our latest advices inform us of a 6 foot seam of bituminous coal being struck at a depth of 626 feet. The existence, therefore, of several seams of great promise has been established. We have an expert on the spot gathering together all the data for laying out a colliery. We are interested with a German group in a trunk line from Tientsin to a point on the Yangtze. For the financing and construction of this line from Tientsin to the southern border of Shantung the Germans will be responsible, and we from the southern border of Shantung to the Yangtze. The Germans have completed the survey of their portion, and we have a staff of engineers now engaged in surveying the British section, and when this survey has been completed we shall be in a position to negotiate the final terms upon which the railway is to be made. This is one of the interests to be taken over by the new company which, as mentioned in the report, is to be formed jointly by the Pekin Syndicate and ourselves. The new company will also take over the Pookoo Nanyang line, the route of which is from Pookoo, opposite Nanking, across country some 260 miles to Sinyang on the Peking-Hankow Trunk Line, forming thus a connection with the lines from Hankow northwards to Peking, and from Hankow southwards to Canton, which are respectively being built by the Belgians and Americans, and the one from Tientsin to the Yangtze, which, as I have already mentioned, is to be built by the Germans and the British. A railway from Sinyang to Szechuan is also projected. The transfer of the lines I have named to the proposed new company will enable the Corporation to concentrate its individual attention to the Shanghai Nanking, the Shanghai Hankow and Ningpo Railways, which, with the Canton Kowloon Railway, will, it is believed, prove attractive investments. As regards the Shanghai Nanking Railway, the final agreement has been made, and we are, as stated in the report, actively engaged in arranging for the financing and construction of the railway. When this has been done the other lines I have just mentioned will follow. Before closing my remarks I wish to say a word or two as to criticisms which have appeared, charging the Corporation with undue delay and apathy in carrying into effect the preliminary agreements which we obtained. This charge cannot be supported by fact, and if made by irresponsible parties is perhaps not worth reference, but if by others who are really anxious for progress can only be answered by the preliminary agreement for the Shanghai Nanking Railway was signed in 1898, and closely followed by similar tentative agreements for the lines from Kowloon to Canton. Within three months of the signing of the first agreement we had our engineers at work and the last preliminary survey, that from Kowloon to Canton, was finished in 1899. The next step was to convert the preliminary agreement into final contracts, a work which was pressed forward, but which as everyone who has had negotiations with Chinese officials well know to be arduous and lengthy. Before any final result could be come to there occurred the Boxer movement, with its consequent effect on Chinese securities. Not only was this a financial barrier, but naturally the Chinese authorities could not proceed, and desired the suspension of negotiations during that lamentable period. As soon as we knew that the Director-General of Railways was in a position to return to Shanghai and Nanking, we (as mentioned in last year's report) sent out Mr. Brennan as our special agent to carry on the negotiations which, as you have been informed, he has brought to the conclusion mentioned in the report. I will say no more, however, on this misunderstood subject of delay, and will gladly hear and reply to any remarks before moving the usual resolution for the adoption of the report and accounts.

No questions being asked, the chairman then proposed that the directors' report and accounts now presented be and are hereby received and adopted.

Sir Ewen Cameron seconded the proposition, which was carried unanimously.

The retiring director, Mr. C. C. Macrae, was re-elected on the proposition of the chairman, seconded by Sir Auckland Colvin, whilst Mr. Thomas Pyke proposed, and Mr. A. G. Angier seconded, the re-appointment of the auditors, both the resolutions being unanimously agreed to.

Mr. Thomas Pyke then proposed a vote of thanks to the chairman and directors, and to the officers, both at home and abroad, for the able manner in which they had conducted the affairs of the Corporation during the past year, and other complications in China. He believed that in the future they might look for more favourable results from the company's operations than in the past. Mr. Eastwood seconded the motion, which was carried. The Chairman briefly replied, and the proceedings terminated.

It is believed that Russians are intentionally attacking the mounted bandits in Manchuria in order to obtain an excuse for postponing the evacuation. The Russians are urging the local officials to disband the Chinese troops or at least to restrict their supplies of munitions of war. Russians are constantly arriving in Liaotung from the north. They are all from Europe.—Asahi.

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THE SHAKESPEAREAN RECITAL.

AT THE THEATRE ROYAL.

A large audience assembled in the Theatre Royal last evening, and extended an enthusiastic welcome to Mr. Hannibal Williams, the gifted elocutionist, on his first public appearance in Hongkong with the short series of recital of Shakespeare's play. The piece selected was *King Henry the Fourth*, which deservedly ranks amongst the highest of Shakespeare's historical dramas, and the artist's pleasing interpretation of the great variety of character found every favour with the many admirers in front of the curtain. The remarkable contrast of comedy and drama was charmingly depicted by Mr. Williams, the humorous conceits of that merry braggart and indolent old sinner, Falstaff, who was for ever covering his dishonesty with a pleasant joke, were delightfully rendered, while the stronger character of Prince Henry was brought out with the utmost spirit and energy. The numerous other parts were equally well portrayed, and the loud outburst of applause which greeted Mr. Williams when he closed the play, with the defeat and death of Hotspur at Shrewsbury, was a striking testimony to the high appreciation held by the audience of this eloquent interpreter of Shakespeare.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

The activity of last week in the Stock Exchange has not been sustained, and the lull is due in a great measure to the influence exercised on the Hongkong market by Shanghai where the recent briskness in transactions has temporarily slackened. Shanghai wires—

Farnhams, ... Tls. 120 s.
Langkats, ... 302½ s.
Hongkew Wharves, ... 205 s.

Locally, inquiries have been limited to Star Ferries and Kowloon Wharves only; the latter stock is extremely scarce at 30½. In China Sugars a very fair business was done at \$105, but at this rate shares can be had to-day, while the forward rate is \$108 for March delivery. Indo-Chinas are weaker at \$76.

SHANGHAI SHARE REPORT.

Messrs. J. P. Bisset & Co. write in their share report dated Shanghai, the 4th inst., as follows:—

We have again to report a good business during the past week in our principal stocks, Indo-Chinas, Farnhams, and Langkats, and business has pretty much been confined to these. The T. T. rate on London to-day is 25½.

SHIPPING.—Indo-Chinas.—The market opened on the 27th ult. with sales at Tls. 54 November and 55 December. On the 28th shares were placed at Tls. 54½ and 55 cash, 55 and 56 December and 54 March. 30th cash shares were placed at 56, on the 1st inst. shares were placed at 54 for March, and on the 2nd at 53½ cash, 55 December and 54½ March. On the 3rd at 56 cash and 54 March. There is a demand for shares by short sellers for the December settlement. *Douglases* are wanted in Hongkong at \$30. *Shanghai Tugs & Lighters*. Preference shares have been placed at Tls. 47½.

DOCKS & WHARVES.—S. C. Farnham.—A considerable business has been done in these at fairly steady rates. The market opened on the 27th ult. with sales at Tls. 125½/126 November 128½/127 December and 127½ March. On the 28th 126 cash and December 127½ March. On the 1st December 130 December and March. On the 2nd 129 cash, 130/128½ December, 127 February 130/131/128 March. 131 April. On the 3rd 128 cash 128½ December 129 March. At closing the market is quiet, a sale being reported for March at Tls. 128. *Hongkong & Whampoa Docks* are quoted nominal \$207. *Shanghai & Hongkew Wharves*.—A slight decline has taken place in these, business being done on the 1st inst. at Tls. 212½, on the 2nd 207½ and 212½ December. On the 3rd at 205 for cash. *Kowloon Wharves* are wanted at \$89.

INDUSTRIAL.—There has been a demand for Ewo Cottons resulting in business at Tls. 35. This has been the only cotton stock dealt in. *Hongkong Cottons* are wanted in the South at \$15. *China Flours* have been dealt in at Tls. 75 and 80, there are buyers at the latter rate. *Shanghai Pulps* have been placed at Tls. 108½. *Shanghai Gas* at Tls. 107. *Maatschappij, &c., in Langkai*.—A large business has been done in this; at advancing rates; the market opened on the 27th with cash sales at Tls. 302½, 305/307½ December 317½/320 March. On the 28th 305 cash, 308/310/307½ December 320 March. 30th ult. 307½ 310 cash, 312½ December 325 March. 1st inst. 315 December 310 cash, 325/330/327½ March 335½ May. 2nd, 310/311 cash: 316½, 312½ 315 December 330, 327½ March. 3rd, 312½ cash, 316½ 315 December 330 March. *Sumatras* have been placed at Tls. 52, and are wanted.

TO-DAY'S EXCHANGE.

IN LONDON, Telegraphic Transfer ... 1/8 7/16
" Bank Bills, on demand ... 81
" Credits, 4 months' sight ... 81
" D'ments 4 months' sight ... 9
ON BERLIN, (demand) ... M. 174
ON PARIS, Bank Bills, on demand ... 214
" Credits, 4 months' sight ... 218
ON NEW YORK, Bank Bills, on demand ... 414
" Credits, 30 days' sight ... 414
ON BOMBAY, Telegraphic Transfer ... 127
On demand ... 127½
ON SHANGHAI, Telegraphic Transfer ... 714
Private 30 days' sight ... nom.
ON YOKOHAMA, T.T. ... 834
Sovereigns, Bank's Buying Rate ... \$11.72
Gold Leaf 100 touch, per tael ... 60.50
Bar Silver ... 25

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW ... 940/980
" OLDEST ... 1,020/1,060
PATNA NEW ... 1,080/1,100
BIMARAS NEW ... 1,182
BERIAN (PATER) ... 800/810

Co-day's Advertisements.

THE DAIRY FARM COMPANY, LIMITED.
Town Office and Depot: Wyndham Street.
Kowloon Branch: 57, Elgin Road.
FARMS AT POKFOOLUM.

THE Business and Working of the Company is wholly under European Management and Control, and everything possible is done to ensure Customers an absolutely clean and pure supply of Dairy Produce.
Fresh Milk, Cream, Cheese, Butter, etc.
House-fed Capons and Pork.
S. A. SETH, JAMES WALKER, Secretary, Manager.
Hongkong, 9th December, 1903. [1465e]

NOTICE.

DURING MY ABSENCE Dr. FREDERICK Kew will continue my Practice.
CHADWICK KEW.
Hongkong, 9th December, 1903. [1477e]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that heavy GUN PRACTICE will take place from Victoria Battery, Belcher Sub-district, on the 16th instant, and the residents within a radius of one mile of the Battery are hereby warned to keep the doors and windows of their houses open on that date to prevent damage to buildings.
Practice will commence at 9 A.M. and end about 11 A.M. if the Range is clear.
By Command,
A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 8th December, 1903. [1475e]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from Stonecutters Island (West, East and South Shore Batteries) in a South-Westerly direction at ranges from 600 to 4,000 yards, on the

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THRO' GH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL.....	"YANGTZE".....	On 13th December.
GLASGOW AND LIVERPOOL.....	"TYDEUS".....	On 29th December.
GLASGOW AND LIVERPOOL.....	"NESTOR".....	On 1st January.
GLASGOW AND LIVERPOOL.....	"KEEMUN".....	On 8th January.

S.S. "YANGTZE" left Singapore on the 7th inst., and is due here on the 13th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN.....	"HYSON".....	On 10th December.
*LIVERPOOL.....	"ACHILLES".....	On 19th December.
MARSEILLES, LONDON & ABERDEEN.....	"PROMETHEUS".....	On 22nd December.
MARSEILLES, LONDON & ABERDEEN.....	"DARDANUS".....	On 29th December.
MARSEILLES, LONDON & ABERDEEN.....	"YANGTZE".....	On 1st January.
*LIVERPOOL.....	"DIOMED".....	On 22nd January.

*Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS".....	On 1st January.

S.S. "CALCHAS" left Victoria, B.C., on the 25th ult., for this via Japan ports.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE.....	"CHINGTU".....	10th December.
SHANGHAI.....	"KWANGSI".....	10th "
MANILA.....	"CHINGTU".....	30th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILLI, BRISBANE, SYDNEY and MELBOURNE.....	"CHINGTU".....	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th December, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT).....	SATURDAY, 12th Dec., at 10 A.M.
ZAFIRO.....	2540	R. Rodger	MANILA (DIRECT).....	SATURDAY, 19th Dec., at 10 A.M.
PERLA.....	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th December, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail
"INDRASAMHA".....	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI".....	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA".....	4,899	A. E. Hollingsworth	Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU.....	Ernest Bent	3,869	FRIDAY, 11th December, at 11 A.M.
ROSETTA MARU.....	H. S. Smith	3,870	THURSDAY, 17th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 5, Queen's Building, Ice House
Street.

Hongkong, 7th December, 1903.

K. NAKASHIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
valued Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [8049]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain SAMUEL BRILL SMITH.
DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Dinner and either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra for each cabin with accommo-
dation for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 15, Victoria Street.
Hongkong, 7th September, 1903. [10736]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer
"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning to
Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommodation
for First Class Passengers. Ship lighted
throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hong-
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903. [13226]REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"ORONO".....	10th Dec.
"LOWTHER CASTLE".....	15th Dec.
"SIKH".....	24th Dec.
"SAGAMI".....	5th Jan.
"LENNOX".....	15th Jan.
"AFRIDI".....	27th Jan.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 4th December, 1903. [13226]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
"EASTERN,"
Captain W. Ellis, will be despatched for the
above Port, on WEDNESDAY, the 16th instant,
at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th December 1903. [14636]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship
"EASTERN,"
Captain W. Ellis, will be despatched for the
above Ports, on WEDNESDAY, the 16th
proximo, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
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A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd November, 1903. [14086]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY,"
Captain F. Selby, will be despatched as above
on WEDNESDAY, the 16th December, 1903.
For Freight, apply to
MCGREGOR BROS. & CO.,
Hongkong, 18th November, 1903. [13836]THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HIMIRA,"
Captain Lockhart, will be despatched at above
on MONDAY, the 1st December, 1903.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 8th December, 1903. [14556]

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER HAMBURG-AMERIKA
LLOYD.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.
THE Imperial German Mail Steamship"KIAUTSCHOU,"
of the HAMBURG-AMERIKA LINE,
Captain Behrens, due here with the outward
German Mail about THURSDAY A.M., will
leave for the above places about 12/24 hours
after arrival.
NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 5th December, 1903. [5636]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG,"
Captain G. S. Weigall, will be despatched as
above, on FRIDAY, the 11th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light.
For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th December, 1903. [14566]

FOR CHEMULPO, DALNY AND PORT
ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"PRONTO,"
Captain Girard, will be despatched for the
above Ports, on FRIDAY, the 11th instant,
at 5 P.M.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 8th December, 1903. [14296]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"AMBRIA,"
Captain Duckstein, will be despatched for the
above Ports, on MONDAY, the 14th instant,
at Noon.
For Freight, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 8th December, 1903. [14276]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ANNAM,"
Captain Girard, will be despatched for the
above Ports on or about MONDAY, the 14th
instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 8th December, 1903. [10046]

"SHIRE" LINE STEAMSHIP COMPANY.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"FLINTSHIRE,"
Captain J. M. Haffner, will be despatched for
the above Ports on or about MONDAY, the 28th
instant.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th December, 1903. [14696]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903. [20]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Rostan, Jobert, Velpeau
and others, cures all the diseases of the skin, and is a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1

is a re-
sorbable, when a few days only, removes all discharges from
the skin, cures all the diseases of the skin, and is a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 2

is a re-
sorbable, when a few days only, removes all discharges from
the skin, cures all the diseases of the skin, and is a
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THERAPION No. 3

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Intimation.

THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....\$ 2.50

One month.....7.00

Two months.....14.00

Three.....21.00

Six.....32.50

Twelve.....73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....5 per cent.

6.....10

12.....25

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching

typhoons by means of the Typhoon Gun placed

at the foot of the mast, which is fired whenever

a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Office of the Wharf & Godown Company,

Kowloon.

WEATHER-FORECASTS and STORM-
WARNINGS are exhibited on the above boards

daily about 11 a.m., and also at other hours,

day or night, whenever necessary. Informa-

tion of importance is also issued by "Express."

Shipping.

Arrivals.	From	Agents	Due
Dardanus, Br. s.s., 2,992, Tillotson, 8th Dec.	Singapore 29th Nov.	Gen.—B. & S.	
Chinglu, Br. s.s., 1,450, Howie, 8th Dec.	Sydney via Manila 5th Dec.	Gen.—B. & S.	
Yunnan, Br. s.s., 1,206, Benson, 8th Dec.	Wuhu 2nd Dec. and Chinkiang 5th Dec.	Gen.—B. & S.	
Machew, Ger. s.s., 996, Harges, 8th Dec.	Bangkok 26th Dec. and Anghin 29th Dec.	Gen.—B. & S.	
Woosung, Br. s.s., 1,109, Dowson, 8th Dec.	Shanghai 5th Dec. Gen.—B. & S.		
Rohilla Maru, Jap. s.s., 2,399, Bent, 8th Dec.	Manila 6th Dec. Treasure and Gen.—T. K. K.		
Tosa Maru, Jap. s.s., 3,610, Christiansen, 9th Dec.	Shanghai 6th Dec. Gen.—N. Y. K.		
Loongmoon, Ger. s.s., 1,245, Schultz, 9th Dec.	Canton 8th Dec. Gen.—S. & Co.		
Montcalm, Fr. cruiser, 9,700, Aros, 9th Dec.	Saddle Island 6th Dec.		
Thales, Br. s.s., 820, Robson, 9th Dec.	Swatow 8th Dec. Gen.—D. L. & Co.		
Orono, Br. s.s., 1,850, Oswald, 9th Dec.	Amoy 8th Dec. Gen.—D. L. & Co.		
Edendale, Br. s.s., 718, Moss, 9th Dec.	Sourabaya 24th Nov. Gen.—A. R. M.		
Hyson, Br. s.s., 6,608, Davies, 9th Dec.	Shanghai 5th Dec. Gen.—B. & S.		
Kwangsue, Br. s.s., 1,226, Harris, 9th Dec.	Canton 8th Dec. Gen.—B. & S.		

Clearances at the Harbour Office.

Prine Heinrich, for Europe.	Coptic, for San Francisco.	Prinsesse Maria, for Shanghai.	Hailong, for Swatow.	Kueiyang, for Canton.	Sungkiang, for Manila.	Madeleine Rickmers, for Bangkok.	Koun Maru, for Kobe.	Hue, for Haiphong.	Benlomon, for Japan.	Dardanus, for Shanghai.	Yunnan, for Canton.	Woosung, for Canton.
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Departures.

Per Tosa Maru, from Shanghai—80 Chinese.	Per Dardanus, from Singapore—643 Chinese.	Per Woosung, from Shanghai—Mr. W. Ott, and 9 Chinese.	Per Chinglu, from Sydney, &c.—Messrs. Colho, Wells Hayes, Harcourt, Travers, Shroder, Wellbrook, Craig, Dutton, Mrs. Christie, 27 Chinese and 2 Japanese.
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Passengers arrived.

Per Tosa Maru, from Shanghai—80 Chinese.	Per Dardanus, from Singapore—643 Chinese.	Per Woosung, from Shanghai—Mr. W. Ott, and 9 Chinese.	Per Chinglu, from Sydney, &c.—Messrs. Colho, Wells Hayes, Harcourt, Travers, Shroder, Wellbrook, Craig, Dutton, Mrs. Christie, 27 Chinese and 2 Japanese.
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Passengers departed.

Per Coptic, for Shanghai—Mrs. T. S. Beale, Messrs. Goldman, C. C. Seeley, and G. Ohara.	For Nagasaki—Mr. and Mrs. Nakagawa, Messrs. Kato and Yamamoto.	For Kobe—Mr. B. Stiebel.	For Honolulu—Mr. On Sum, and Mrs. Lock Qiu.	For San Francisco, &c.—Mr. Chas. Schlesinger, Mrs. Turner and infant, Messrs. W. V. Curtis, G. A. Browne, Chas. P. Fenner, Chas. L. Hall, A. R. Hager, C. J. Krater, Gu Sing and R. F. Wall.
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Shipping Reports.

Str. Orono from Amoy:—Fresh N.E. winds, fine and clear.	Str. Dardanus from Singapore:—Strong N.E. gales, and high head seas.	Str. Thales from Swatow:—Moderate N.E. breeze and swell, fine clear weather.	Str. Chinglu from Sydney:—Moderate weather to Manila, thence to port hard N.W. gale, and high head sea.	Str. Machew from Bangkok:—Moderate N.W. winds and sea to Padaran, thence strong N.W. winds 61 with high sea and N.E. swell, the last day moderate N. winds and sea.	Str. Yunnan from Chinkiang:—Light and moderate N.E. winds to Tung Yang, thence to port fresh N.W. wind and rough sea. Passed s.s. Chi Yuen off Key Chi Point, bound North.	Str. Edendale from Sourabaya:—Moderate S.W. breeze to Api Passage, thence fresh W. winds to Cabra Island, and thence to port heavy N.E. gales and high sea, hove to three days.
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Hongkong & Whampoa Dock Returns.	at Kowloon Dock.
H.M.S. Amphitrite	
H.M.S. Rinaldo	
H.I.G.M.S. Moewo	
Anpho	
Kiangtung	
U.S.A.T. Sacramento	
Kaipan	
Taiac	
Kinsan	
Hankow	
Salamanca	
Maidzuru Maru	

Steamers Expected.

Vessel	From	Agents	Due
Kiautschou	Singapore	M. & Co.	Dec. 10
Kavachi Maru	Shanghai	N. Y. K.	Dec. 10
Victoria	Japan	N. P. Co.	Dec. 13
Korea	Japan	P. M. Co.	Dec. 14
Tartar	Japan	C. P. R. Co.	Dec. 14
Annam	Singapore	M. M.	Dec. 15
Emp. of China	Vancouver	C. P. R. Co.	Dec. 15
Namsang	Calcutta	J. M. & Co.	Dec. 21
Gaelic	San Francisco	O. & O. Co.	Dec. 21
Taiyuan	Sydney	B. & S.	Dec. 27
H'kong Maru	San Francisco	P. M. Co.	Dec. 31

Ships Passed the Canal.

Outward—13th November—Salsuma, Yang Renarty, Tze, Quess Maru, Japan, Wurzburg.	17th November—Kiautschou, St. Klida.	20th November—Annam, Bernicia, Hakata Maru, Drugoman, Anhui, Min, Radley, Auchenrag, St. George.	25th November—Shimosa, Alezio, Indradio, Claverburn, Glenloch, Benledi.	28th November—Pyrrhus, Crusader, Tydeus.	1st December—Bayern, Howick Hall, Badentio, Breishuel, Gloamin, Palermo.	4th December—Awa Maru, Nestor, Polynesian, Echarouin.	Romeward—13th November—Vindobona.	25th November—Sambila, Roon.	1st December—Java, Wakata Maru, Pakling.	4th December—Prussien.
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Arrivals at Home—13th November—Bamberg, Inaba Maru, Konigsberg, Andalusia.

17th November—Salsuma, Yang Renarty, Tze, Quess Maru, Japan, Wurzburg.	20th November—Kiautschou, St. Klida.	25th November—Shimosa, Alezio, Indradio, Claverburn, Glenloch, Benledi.	28th November—Pyrrhus, Crusader, Tydeus.	1st December—Bayern, Howick Hall, Badentio, Breishuel, Gloamin, Palermo.	4th December—Awa Maru, Nestor, Polynesian, Echarouin.	Romeward—13th November—Vindobona.	25th November—Sambila, Roon.	1st December—Java, Wakata Maru, Pakling.	4th December—Prussien.
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Vessels in Port.

STEAMERS.	From	Agents	Due
An Pho, Br. s.s., 996, Kynoch, 30th Nov.	Saigon 24th Nov. Gen.—J. & Co.		
British Monarch, Br. s.s., Walker, 30th Nov.	New York 3rd Oct. and Singapore 21st Nov.	Case Oil, Chinese.	
Chowtai, Ger. s.s., 1,115, Textor, 6th Dec.	Bangkok via Swatow 25th Nov. Rice.	B. & S.	
Daiza Maru, Jap. s.s., 1,733, Yokohama, 6th Dec.	Moji 1st Dec. Cont.—H. U. Jeffries.		
Daijin Maru, Jap. s.s., 900, Ogata, 8th Dec.	Tamsui via Amoy and Swatow 7th Dec.	Gen.—O. S. K.	
Else, Ger. s.s., 903, Petersen, 4th Dec.	Panarooan (Java) 23rd Nov. Sugar, J. & Co.		
Empress of Japan, Br. s.s., 3,003, Beeshaw, R.M.R., 24th Nov.	Vancouver 3rd Nov. and Shanghai 22nd, Manila and Gen.—C. F. R. Co.		
Glengarry, Br. s.s., 1,024, Willey, R.M.R., 7th Dec.	London 20th Oct. and Singapore 28th Nov. Gen.—J. M. & Co.		
Hopsang, Br. s.s., 1,359, Hay, 6th Dec.	Hongay 3rd Dec. Coal—J. M. & Co.		
Indrasambha, Br. s.s., 3,366, Craven, 7th Dec.	Portland, Or., via Moji 3rd Nov. Gen.—Allan Cameron.		
Keongwai, Ger. s.s., 1,115, Müllerer, 1st Dec.	Hankow 20th Nov. Teak-square, Rice and Gen.—B. & S.		
Kohsichang, Ger. s.s., 1,293, Spiesen, 2nd Dec.	Bangkok and Ang Hin 21st Nov. Rice.	B. & S.	
Loongsang, Br. s.s., 1,092, Weigall, 7th Dec.	Manila 4th Dec. Gen.—J. M. & Co.		
Loyal, Ger. s.s., 1,216, Buhmann, 7th Dec.	Canton 7th Dec. Coal—S. W. & Co.		
Maidzuru Maru, Jap. s.s., 679, Saito, 8th Dec.	Anping via Amoy and Swatow 7th Dec.	Gen.—O. S. K.	
M. Struve, Ger. s.s., 956, Brandt, 7th Dec.	Haiphong and Hoihow 3rd Dec. Gen.—S. & Co.		
Michael Jensen, Ger. s.s., 710, Uldrup, 7th Dec.	Haiphong 5th Dec. Gen.—J. & Co.		
Pakhoi, Br. s.s., 1,229, Meathell, 8th Dec.	Moji and Dec. Coals—B. & S.		
Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.	Sourabaya 30th Sept. Sugar—S. W. & Co.		
Phu Yen, Fr. s.s., 1,198, Thomas, 30th Nov.	Saigon 25th Nov. Rice, Flour and Gen.—B. & Co.		
Prometheus, Nor. s.s., 1,023, Letsbryggen, 8th Dec.	Canton 7th Dec. Gen.—E. A. T. Co.		
Pronto, Ger. s.s., 612, Grandt, 7th Dec.	Canton 6th Dec. Gen.—S. W. & Co.		
Rubi, Br. s.s., 1,611, Almond, 7th Dec.	Manila 5th Dec. Gen.—S. T. & Co.		
Teucer, Br. s.s., 1,595, Silverlock, 7th Dec.	Moji 2nd Dec. Coal—D. & Co. Ld.		
Trios, Ger. s.s., 1,033, Kneft, 25th Nov.	Saigon 19th Nov. Rice-flour and Gen.—S. & Co.		
Waishing, Br. s.s., 1,170, Courtney, 5th Dec.	Canton 4th Dec. Gen.—J. M. & Co.		

STRAHNS.

An Pho, Br. s.s., 996, Kynoch, 30th Nov.	Saigon 24th Nov. Gen.—J. & Co.		
British Monarch, Br. s.s., Walker, 30th Nov.	New York 3rd Oct. and Singapore 21st Nov.	Case Oil, Chinese.	
Chowtai, Ger. s.s., 1,115, Textor, 6th Dec.	Bangkok via Swatow 25th Nov. Rice.	B. & S.	
Daiza Maru, Jap. s.s., 1,733, Yokohama, 6th Dec.	Moji 1st Dec. Cont.—H. U. Jeffries.		
Daijin Maru, Jap. s.s., 900, Ogata, 8th Dec.	Tamsui via Amoy and Swatow 7th Dec.	Gen.—O. S. K.	
Else, Ger. s.s., 903, Petersen, 4th Dec.	Panarooan (Java) 23rd Nov. Sugar, J. & Co.		
Empress of Japan, Br. s.s., 3,003, Beeshaw, R.M.R., 24th Nov.	Vancouver 3rd Nov. and Shanghai 22nd, Manila and Gen.—C. F. R. Co.		
Glengarry, Br. s.s., 1,024, Willey, R.M.R., 7th Dec.	London 20th Oct. and Singapore 28th Nov. Gen.—J. M. & Co.		
Hopsang, Br. s.s., 1,359, Hay, 6th Dec.	Hongay 3rd Dec. Coal—J. M. & Co.		
Indrasambha, Br. s.s., 3,366, Craven, 7th Dec.	Portland, Or., via Moji 3rd Nov. Gen.—Allan Cameron.		
Keongwai, Ger. s.s., 1,115, Müllerer, 1st Dec.	Hankow 20th Nov. Teak-square, Rice and Gen.—B. & S.		
Kohsichang, Ger. s.s., 1,293, Spiesen, 2nd Dec.	Bangkok and Ang Hin 21st Nov. Rice.	B. & S.	
Loongsang, Br. s.s., 1,092, Weigall, 7th Dec.	Manila 4th Dec. Gen.—J. M. & Co.		
Loyal, Ger. s.s., 1,216, Buhmann, 7th Dec.	Canton 7th Dec. Coal—S. W. & Co.		
Maidzuru Maru, Jap. s.s., 679, Saito, 8th Dec.	Anping via Amoy and Swatow 7th Dec.	Gen.—O. S. K.	
M. Struve, Ger. s.s., 956, Brandt, 7th Dec.	Haiphong and Hoihow 3rd Dec. Gen.—S. & Co.		
Michael Jensen, Ger. s.s., 710, Uldrup, 7th Dec.	Haiphong 5th Dec. Gen.—J. & Co.		
Pakhoi, Br. s.s., 1,229, Meathell, 8th Dec.	Moji and Dec. Coals—B. & S.		
Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.	Sourabaya 30th Sept. Sugar—S. W. & Co.		
Phu Yen, Fr. s.s., 1,198, Thomas, 30th Nov.	Saigon 25th Nov. Rice, Flour and Gen.—B. & Co.		
Prometheus, Nor. s.s., 1,023, Letsbryggen, 8th Dec.	Canton 7th Dec. Gen.—E. A. T. Co.		
Pronto, Ger. s.s., 612, Grandt, 7th Dec.	Canton 6th Dec. Gen.—S. W. & Co.		
Rubi, Br. s.s., 1,611, Almond, 7th Dec.	Manila 5th Dec. Gen.—S. T. & Co.		
Teucer, Br. s.s., 1,595, Silverlock, 7th Dec.	Moji 2nd Dec. Coal—D. & Co. Ld.		
Trios, Ger. s.s., 1,033, Kneft, 25th Nov.	Saigon 19th Nov. Rice-flour and Gen.—S. & Co.		
Waishing, Br. s.s., 1,170, Courtney, 5th Dec.	Canton 4th Dec. Gen.—J. M. & Co.		

SAILING VESSELS.

Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct.	Shanghai 16th Oct. Gen.—S. O. Co.		
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Post Office.

A Mail will close for—	Canton—Per Honam, 10th Dec. 7.30 A.M.	Swatow, Amoy and Tamsui—Per Daijin Maru, 10th Dec. 10 A.M.	Saigon—Per Triton, 10th Dec. 11 A.M.	Macao—Per Hongkong, 10th Dec. 1.15 P.M.	Kobe—Per Chinglu, 10th Dec. 3 P.M.	Shanghai—Per Loongsang, 10th Dec. 3 P.M.	Kongmoon, Kumchuk and Samshui—Per See Yuh, 10th Dec. 4 P.M.	Shanghai—Per Kwangsue, 10th Dec. 4 P.M.	Canton—Per Powan, 10th Dec. 5 P.M.	Nantao—Per Tachun, 10th Dec. 5 P.M.	Sanbue—Per Hoi Fu, 10th Dec. 5 P.M.
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SAILING VESSELS.

Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct.	Shanghai 16th Oct. Gen.—S. O. Co.		
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SAILING VESSELS.

Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct.	Shanghai 16th Oct. Gen.—S. O. Co.		
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SAILING VESSELS.

Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct.	Shanghai 16th Oct. Gen.—S. O. Co.		
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Macao—Per Wingchai, 10th Dec. 5 P.M.	Swatow, Amoy and Fochow—Per Thales, 10th Dec. 5 P.M.	Canton—Per Fatsan, 11th Dec. 7.30 A.M.	Swatow, Singapore and Bangkok—Per Kaengui, 11th Dec. 9 A.M.	Haiphong—Per H. Struve, 11th Dec. 9 A.M.	Manila—Per Rohilla Maru, 11th Dec. 10 A.M.	Bangkok—Per Kohsichang, 11th Dec. 11 A.M.	Macao—Per Hongkong, 11th Dec. 1.15 P.M.	Manila—Per Loongsang, 11th Dec. 3 P.M.	Shanghai—Per Wingchai, 11th Dec. 3 P.M.	Kongmoon, Kumchuk and Samshui—Per See Yuh, 11th Dec. 4 P.M.	Shanghai, Chemulpo, Dalay and Port Arthur—Per Fronio, 11th Dec. 4 P.M.	Canton—Per Kinsan, 11th Dec. 5 P.M.	Nantao—Per Tachun, 11th Dec. 5 P.M.	Sanbue—Per Hoi Fu, 11th Dec. 5 P.M.	Macao—Per Wingchai, 11th Dec. 5 P.M.	Canton—Per Honam, 12th Dec. 7.30 A.M.	Manila—Per Rubi, 12th Dec. 9 A.M.	Straits and Bombay—Per Coptic, 12th Dec. 11 A.M.	Kobe—Per Hopsang, 12th Dec. 11 A.M.	Macao—Per Hongkong, 12th Dec. 1.15 P.M.	Kongmoon, Kumchuk and Samshui—Per See Yuh, 12th Dec. 4 P.M.	Nantao—Per Tachun, 12th Dec. 5 P.M.	Sanbue—Per Hoi Fu, 12th Dec. 5 P.M.	Canton—Per Powan, 13th Dec. 9 A.M.	Nantao—Per Tachun, 13th Dec. 9 A.M.	Sanbue—Per Hoi Fu, 13th Dec. 9 A.M.	Macao—Per Wingchai, 13th Dec. 9 A.M.	Yokohama and Kobe—Per Amoria, 14th Dec. 11 A.M.	Macao—Per Hongkong, 14th Dec. 1.15 P.M.	Europe, &c., India, via Tuticorin—Per Arundel Behle, 15th Dec. 11 A.M.	Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Eastern, 16th Dec. 10 A.M.	Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 16th Dec. 11 A.M.	Manila—Per Zafre, 16th Dec. 10 A.M.	Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chinglu, 30th Dec. 3 P.M.
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THE WEATHER.

The following report is from Mr. F. G. Figg acting Director of the Hongkong Observatory:—

On the 9th at 11.45 a.m. The barometer has fallen over Japan, risen in N. China. The depression, lying over Manchuria yesterday, is now moving Eastwards in the N.E. part of the Sea of Japan. Pressure is highest over China, and gradient slight to moderate.

The monsoon will probably freshen in the Formosa Channel during the next 24 hours. Strong monsoon over the China Sea.

Forecast:—moderate to fresh N.E. winds fine.

	Dec. 8 at 10 a.m.	Dec. 8 at 4 p.m.
Barometer	30.12	29.98
Temperature	66	67
Humidity	31	48
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

	Dec. 8 at 10 a.m.	Dec. 8 at 4 p.m.
Barometer	30.12	29.98
Temperature	66	67
Humidity	31	48
Rainfall	—	—

VISITORS AT THE HOTELS.

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